City of Lafayette Staff Report

For:	City Council
By:	Leah C. Greenblat, Transportation Planner
Date Written:	September 15, 2008
Meeting Date:	September 22, 2008
Subject:	Sight Distance Options at Moraga Road and Wilkinson Lane

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Introduction / Discussion

A resident of Wilkinson Lane has on several occasions requested that the City take action to prohibit vehicles from illegally parking on Moraga Road just north of Wilkinson Lane at a No Parking zone in front of Kinko's. Vehicles parked close to the corner inhibit sight distance for vehicles exiting Wilkinson Lane. To date, staff and/or the Circulation Commission have taken the following actions to discourage illegal parking at the subject location:

- ☐ Refreshed the red curb paint,
- ☐ Spoke to Kinko's staff
- ☐ Spoke to the regional supervisor of Fed Ex drivers
- ☐ Wrote a letter to Kinko's store manager
- ☐ Requested parking enforcement of the location

The resident, Commission and staff have all continued to observe vehicles, particularly delivery trucks, parked in the No Parking Anytime zone. At its August 18, 2008 meeting (minutes attached), the Commission considered a staff report, attached, and memo from Consulting Traffic Engineer Chuck DeLeuw, attached, describing two options for the subject location: 1) a short-term, low-cost striping option or 2) a long-term, higher cost, curb bulb/traffic island option. The Commission directed staff to paint pavement striping in the No Parking zone on Moraga Road north of Wilkinson Lane to discourage parking. Due to the safety implications of the restricted sight distance, the Commission further requested that the City Council direct the Police Chief to designate this location as a zero-tolerance enforcement priority when vehicles are parked or stopped in the No Parking zone.

Fiscal Impact

None.

Recommendation

1. Direct the Police Chief to designate the No Parking Anytime Zone on Moraga Road, immediately north of Wilkinson Lane as a zero-tolerance, enforcement priority zone.

Attachments

1. August 18, 2008 Circulation Commission minutes
2. August 13, 2008 staff report by Leah Greenblat, Transportation Planner
3. July 14, 2008 memo from Chuck DeLeuw, Consulting Traffic Engineer

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DRAFT

City of Lafayette
Circulation Commission Regular Meeting
Draft Minutes

Lafayette Community Center
Lafayette, CA

August 18, 2008
7:00 PM

1. **Call to Order** Vice Chair Hughes called the meeting to order at 7:10 PM.

2. **Roll Call**

Present: Chair Ross (arrived 7:15 PM), Vice Chair Hughes, Commissioners Hiden, Holit, Poling, and Wood

Absent: Commissioner Sevilla (excused)

BPAC: None

Staff: Ms. Leah Greenblat, Transportation Planner; Mr. Chuck DeLeuw, Consulting Traffic Engineer; Ms. Marie Pettersen, Contract Minutes Taker

3. **Adoption of the Agenda**

Commissioner Hiden removed Item 6A from the Consent Calendar.

Commissioner Poling moved and Commissioner Wood seconded to adopt the agenda as amended. The motion was approved by unanimous voice vote.

4. **Public Comments**

There was no public comment on any item not on the agenda.

5. **New Business**

a. Review Engineering Study Regarding Issues Related to Converting Monroe Avenue to a One-Way Street

Commissioner Poling recused herself from this agenda item as the firm she is employed by, Fehr & Peers, performed the study.

The Commissioners were handed out copies of emails from Betty Nelson, Juliann Kauffman and Michael Canterbury, Jeff Pettegrew, and Linda Woo. The Commission was also handed out an aerial photo of the location and quantity of on-street parking.

Ms. Greenblat advised that this study originated during discussions on the walkways plan, and whether a walkway on both sides of Monroe Avenue should be included. The Master Walkways Plan identifies a project to rehab the existing sidewalk and a sidewalk planned for the west/north site. The City's CIP (Capital Improvement Program) presently includes a project to rehab the entire street in 2010. In preparation for this CIP project, the City requested funds from MTC to do a study of impacts that could occur if Monroe Avenue were converted to a one-way street. Staff requested the consultant look at a partial street closure as well, which would prohibit cars from going southbound. The consultant looked at impacts by taking traffic counts, when school was in operation, pick-up and drop off, and traffic impacts on other streets in the area.

7A

Commissioner Hiden requested the minutes from the July 7, 2008 Circulation Commission meeting be reviewed and language added to reflect the discussion involving the size of the bike boulevard sign.

This item was continued to the September 2, 2008 meeting.

DRAFT

7. Staff Reports

a. Follow-up on Commission Request for Sight Distance Options at Moraga Road and Wilkinson Lane

Ms. Greenblat reported that staff followed up with Mr. Peacock regarding sight distance options at Moraga Road and Wilkinson Lane. Mr. DeLeuw looked at both short and long term alternatives for this location. Short-term options involve striping the pavement in the No Parking zone in order to visually eliminate the perception that this location is a parking space. A long-term option would be to install a raised island within the No Parking zone to physically prohibit curb parking. Staff is recommending implementing the short-term option and monitoring the situation. Ms. Greenblat did call Mr. Peacock and let him know this item was on the agenda.

Commissioner Poling asked if anyone from the City or from the police department had gone to the Federal Express or Kinko's offices and advised them that they needed to move vehicles from this space. She wondered if any options were provided for them.

Ms. Greenblat answered that no one had but that these parking spaces were frequently available.

Commissioner Hiden moved and Commissioner Poling seconded a zero tolerance for parking at this location. The motion was approved by unanimous voice vote.

a. Update on Recent Council Actions

The Commissioners were handed out copies of 1) a letter from the City of Orinda dated July 31, 2008; 2) a staff report from Ms. Srivatsa dated July 24, 2008; and 3) a letter from the City of Lafayette to the Town of Moraga dated August 1, 2008 all concerning the Moraga City Specific Plan. Because a quick turnaround was required to comment on the Moraga City Specific Plan, the City hired a consultant to perform an analysis of this extremely detailed program. TJKM was hired and reviewed the draft EIR. Their comments were included in the City of Lafayette's comment letter to the Town of Moraga. The City had requested an extension from the Town of Moraga on the comment period but was denied an extension. Ms. Greenblat wanted the Commissioners to know about this large project. A copy of the draft EIR is available from Ms. Greenblat.

Ms. Greenblat advised that at its July 14 meeting, Council reappointed Sondra Smith to the Contra Costa Connection Accessible Committee. At its August 11th meeting, Council found that two meetings needed to be held on the loading zones issue. September 8 is the scheduled date for the second meeting.

8. Commissioner and BPAC Reports

a. Update on Downtown Strategy Project

Vice Chair Hughes stated that the committee was moving at a snail's pace. They have been reviewing in great detail the current goals for circulation, land use, community character, and park and open space. The meeting lasted three hours and was argumentative at times, but moving forward. The next meeting is on August 20th at 7PM at 3675 Mt. Diablo Blvd. in room 240, which will be their last meeting without the consultant.

Chair Ross opened the meeting to public comment on this item.

City of Lafayette Staff Report

For:	Circulation Commission
By:	Leah C. Greenblat, Transportation Planner
Date Written:	August 13, 2008
Meeting Date:	August 18, 2008
Subject:	Follow- up on Commission Request for Sight Distance Options at Moraga Road and Wilkinson Lane

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Introduction / Discussion

A resident of Wilkinson Lane attended a recent Circulation Commission meeting and spoke about sight distance problems at the intersection of Wilkinson Lane and Moraga Road when vehicles park in the No Parking zone on Moraga Road immediately north of Wilkinson Lane. The Commission requested that staff review and provide options for discouraging vehicles from parking in the subject location in front of Kinko's. Consulting Traffic Engineer Chuck DeLeuw prepared a memo, attached, recommending a short-term and long-term option. The short-term option is to stripe the pavement in the No Parking zone in order to visually eliminate the perception that this location is a parking space. Staff modified a photo, attached, of the subject location depicting the proposed striping. Additionally, he suggests alerting the Police to the problem so they can patrol the location. The long-term option is to install a raised island within the No Parking zone to physically prohibit curb parking.

The short-term option could be installed quickly whereas no funds are currently available for the long-term option. The long-term option could be considered at a later date should the short-term option prove not effective. As part of the short term option, staff suggests that a formal recommendation be made to the City Council to direct the Police Chief to designate this location as a zero-tolerance enforcement priority, given the safety implication of the restricted sight distance.

Fiscal Impact

The cost of striping the pavement is minimal and can be accommodated within the City's existing Streets Maintenance budget. The cost of a traffic island is in the order of $8-10,000 and cannot be accommodated within the existing budget. In order to implement the long-term option the City Council would need to authorize funding.

ITEM 7.A.1

Recommendation

1. Paint pavement striping in the No Parking zone on Moraga Road north of Wilkinson Lane to discourage parking.

2. Request the City Council direct the Police Chief to designate the subject location as a zero-tolerance enforcement priority zone.

Attachments

1. July 14, 2008 memo from Chuck DeLeuw

2. Modified photo of location with proposed striping

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MEMORANDUM

JULY 14, 2008

TO: LEAH GREENBLAT, TRANSPORTATION PLANNER

FROM: CHUCK DELEUW, TRAFFIC ENGINEER

SUBJECT: MORAGA ROAD/WILKENSON LANE PARKING IN RED ZONE.

AS REQUESTED I REVIEWED THE NE CORNER OF MORAGA ROAD/WILKENSON LANE IN RESPONSE TO AN OBERSERVATION BY LAFAYETTE RESIDENT JIM PEACOCK. THE PROBLEM IS THAT WHEN A VEHICLE PARKS IN THE 29-FOOT LONG RED ZONE ALONG THE WEST SIDE OF MORAGA ROAD IMMEDIATELY NORTH OF WILKENSON LANE, DRIVERS EXITING WILKENSON LANE CAN NOT SEE SB VEHICLES ON MORAGA ROAD. REPORTEDLY FED X DELIVERY TRUCKS FREQUENTLY USE THE RED ZONE WHILE ACCESSING THE ADJACENT FEDX STORE. TWO 30-MINUTE METERED PARKING SPACES ARE LOCATED IMMEDIATELY NORTH OF THE RED ZONE. THE CITY RECENTLY PAINTED THE CURB GREEN ALONG THOSE SPACES. THIS SHOULD HELP TO MAINTAIN THOSE SPACES FOR SHORT TERM PARKING.

BASED UPON THE REPEATED VIOLATION OF THE RED ZONE I PROPOSE A SHORT TERM AND A LONG TERM APPROACH.

A. SHORT TERM

STRIPE A TRIANGULAR SPACE WITHIN THE RED ZONE "PARKING" AREA. THE INTENT IS TO OCCUPY A PORTION OF THE STREET WITH A PAINTED ISLAND VISUALLY ELIMINATING THE "SENSE" OF A PARKING SPACE. THIS COULD BE IMPLEMENTED QUICKLY. THE SITE COULD BE MONITORED TO DETERMINE IF THAT TREATMENT WAS SUCCESSFUL. THE POLICE SHOULD ALSO BE ALERTED TO PROBLEM SO THEY CAN PATROL THE LOCATION AS THEY DRIVE BY

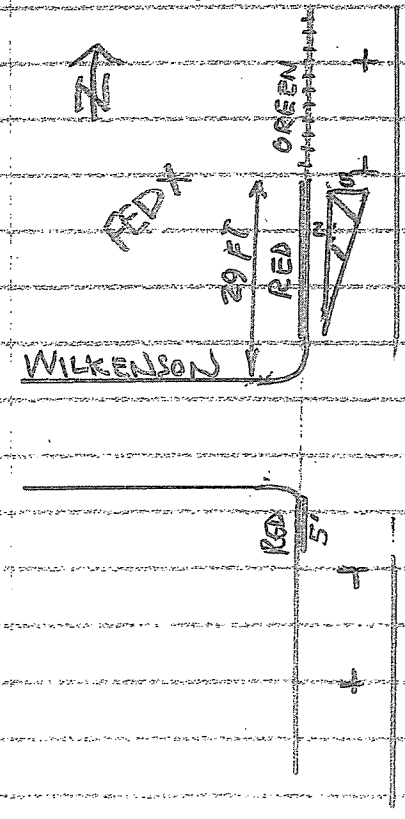
B. LONG TERM

CONSTRUCT A SMALL RAISED ISLAND WITHIN A PORTION OF THE "RED ZONE" PARKING SPACE TO PHYSICALLY PROHIBIT CURB PARKING (SEE SKETCH B) THE DESIGN SHOULD BE ALLOW AT LEAST 1-FOOT CLEARANCE TO THE ADJACENT BIKE LANE, FACILITATE VEHICLES EXITING THE PARKING SPACE TO THE NORTH AND TO PROVIDE ADEQUATE SPACE FOR DRAINAGE ALONG THE CURB

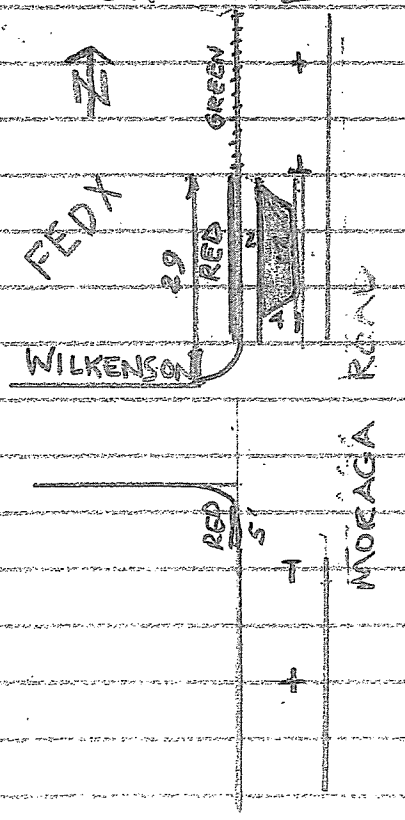
THE ISLAND COULD BE INSTALLED IF THE SHORT-TERM STRIPING SOLUTION WAS NOT EFFECTIVE.

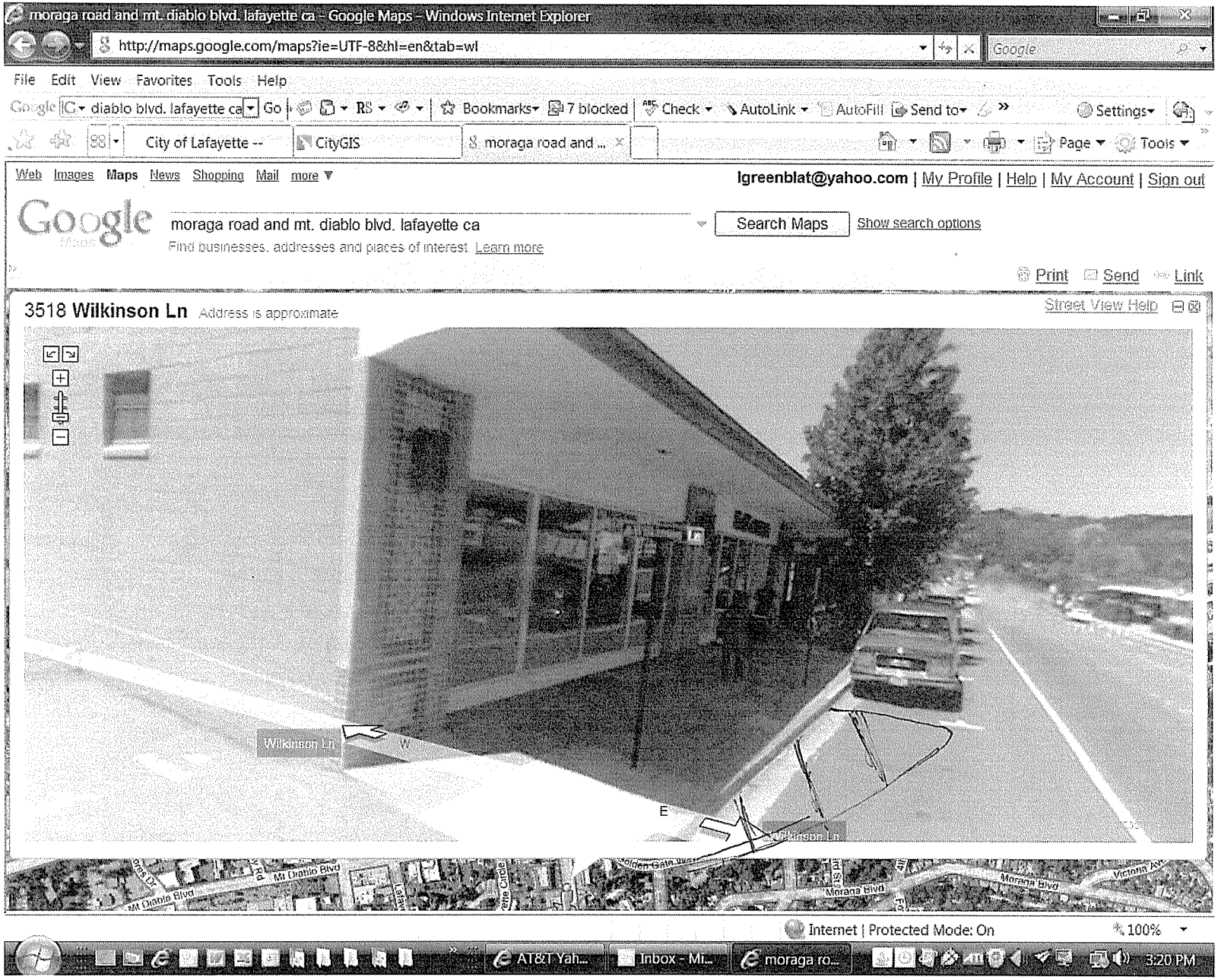
CONCEPTS

SKETCH A



SKETCH B

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Show search options
Find businesses, addresses and places of interest. Learn more
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